

COPIC	Finstervalde Airfield												
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1. The following aircraft and air activity were observed at Finction alice airfield between 16 and 27 June 1954:

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16 to 18 June. Throughout the day, there was air activity by 3 MiG-15s and U-MiG-15s which circled over the field for 6 to 6 minutes.

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19 to 24 June. No air activity was observed at the field.

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25 June. MiG-15s circled widely over the field for 15 to 20 minutes. Landings were made by a biplane at 1015 and a high-wing montplane at 1635, the latter of which again took off about 1645 heading north.

26 June. There was air activity by 3 MiG-15s which also made low-level attacks at the field about noon.

28 June to 1 July. As on the preceding days, local flights were made by 4 MiG-15s which occasionally made steep turns at an altitude of about 1,000 meters. All the flights in the vicinity of the field were made with extended landing gear.

27 June. About 2100, 8 MiG-15s and U-MiG-15s were parked at the edge of the runway. A total of 12 to 15 MiG-15s and U-MiG-15s were stationed at Finstervalde airfield.

2. Between 1400 and 1630 on 18 June, elements of two MiG-15s practiced firing at the auxiliary airfield near Gahro. The aircraft made about 10 approaches and then headed south. About 2235 on 23 June, 11 railroad tank cars moved to Finsterwalde airfield.

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3. The following air activity and exertif were observed at the field on 30 June and I July:

30 June. From the read south of Scheckscorf, 12 IMC-158 co. 16 were counted at the field the hangars were closed. At 0.000 in alreraft taxied at irregular intervels to the take-off point a me western edge of the field and took off individually at reference is minute. Some aircraft what extended landing gears made head flights of 3 or 4 minutes division at altitudes of 300 to 10 meters. Other aircraft assembled in formations of 2 or 3 a saltitude of about 400 meters and mosely disappeared from what heading north. After 15 to 20 minutes, the formations returned the field, dispersed while flying a large left bank, and then harded individually at intervals of about 1,000 meters. The individual aircraft of the formations flew at a distance and maintained an interval of about 2 wingspans. The two aircraft of the individual elements alternately took the lead.

I July. Between \$200 and 1700, there was the same air scharity by 8 126-15s and J-MiG-15s as on 30 June.

4. No radio installations were observed at the field or in its vicinity.

Truck proceeded toward the sirfield,

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Corrent. The pilots of the ground attack division in Alean Incennewitz are re-training on MiG-15s at Firstervalde airCollas well as at alt Loennewitz airfield. The description of air activity observed definitely shows that progress was being made.

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The former German auxiliary airfield at Dubern-Galro is located north of Finsterwalde.

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